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REMARKS/ARGUMENTS

Claims 1 and 2 are rejected under 35 U.S.C. 102(b) as being anticipated by Kraeplin (USP 2,933,170), and claims 4 and 6-8 are rejected under 35 U.S.C. 103 (a) as being unpatentable over Kraeplin.

According to the invention as claimed in claim 1 (currently amended), the ferromagnetic material is covered over its rear and outer peripheral sides with stationary nonmagnetic material made separately from the stationary ferromagnetic material. The matter that the ferromagnetic material is covered over its rear and outer peripheral sides with stationary nonmagnetic material made separately from the stationary ferromagnetic material is clearly supported in paragraph [0021] of the specification and Fig. 3.

As explained in paragraph [0023] according to this feature, looped lines of magnetic force generated around the inner and outer peripheries of the magnetic coil (23) by energizing the magnetic coil with electric current are confined within the cover member (22) made of nonmagnetic material while being emanated through the magnetic material from the rear side of the electromagnetic coil along those inner and outer peripheries towards the clutch plates of the pilot clutch. Therefore, the lines of magnetic force from the electromagnetic

coil are exerted efficiently. (e.g. see paragraph [0024]. This is not shown or suggested by the art. The art fails to provide any reason to meet the claim requirement or to attain the result.

On the contrary, in Kraeplin, the stationary nonmagnetic material (50) is a bearing sleeve which is journaled on the end portion of the driven sleeve (14) and covers the inner periphery side of the ferromagnetic core (48) but not the rear and outer periphery sides of the ferromagnetic core. Therefore, looped lines of magnetic force generated around the inner and outer peripheries of the magnetic coil (47) cannot be confined within the stationary nonmagnetic material (50), so that the lines of magnetic force from the electromagnetic coil (47) cannot be exerted efficiently towards the clutch plates of the pilot clutch. Modification of Kraeplin to meet the present invention requirements does not appear obvious nor does the special result.

In view of the above, it is submitted that the present invention is not shown or suggested by the cited art. Withdrawal of the rejections and allowance of the application are respectfully requested.

Respectfully submitted,

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